

Midwest Racing Preservation Association



2024



2025

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WELCOME...

Greetings Friends of MiRPA!

Another exciting year has come and gone, filled with unforgettable events, fascinating guests, and remarkable milestones — all made possible by you, our passionate members, supporters, and friends. I invite you to join us in celebrating Midwest racing beyond the “Monza Wall” of Meadowdale.

The “ghost track” which was once Meadowdale Raceways came back to life at the annual Meadowdale, Motorsports & Memories Car Show — our 16th and counting! The proud owners that share the stories of their magnificent machines make this a can’t miss tradition for families and car enthusiasts.

We were very honored to recognize the undeniable talent and huge contributions to racing made by Bob McKee, a legend among legends, at our Winter Banquet held each February. Bob joins 16 other icons inducted to the “Monza Wall” of Fame. Inductees Tony DeLorenzo, David Hobbs, and Lisa Unser representing Bobby, returned to welcome our 2025 Honoree.

Friends of MiRPA continue to gather the first Saturday of each month for Coffee & Cars. A wide variety of interesting topics were presented during our Speaker Series. Hosting a YouTube channel, the thrills of hydroplane racing, “How to Start Your Own Marque,” the “Great Race” as seen through the eyes of the next generation, and “Tales of the Tiger,” were inspirations to charge up the year!

Whether you're a seasoned collector or a casual fan, we invite you to join our group of dedicated, fun-loving enthusiasts. Imagine the thrill of roaring around the raceway as you test your skills on our Meadowdale-inspired slot car track! Bring your own car or use one of ours. Watch a race movie and participate in some bench racing while enjoying coffee and a donut!

The focus of our activities continues to be the historical significance of Meadowdale International Raceway and racing in the Midwest. Motorsports’ rich legacy is safeguarded through our accumulation of historical documents, collateral, photographs, movies and memorabilia. We will gladly accept your donations of materials relating to this subject. Do your part to the preserve the history of racing.

Speaking of history, the motorsports community lost three major legends in 2024; Augie Pabst, Paul Goldsmith, and Fred Lorenzen. Each leaves an indelible mark on American racing history. Pabst was a sports car champion with the iconic Meister Bräu Racing team; Goldsmith was a rare talent who excelled on both two wheels and four — motorcycle, stock car, and open-wheel racing; and Lorenzen was the “Golden Boy” of stock cars who captivated fans with his smooth style and record-setting success. Their contributions shaped the golden era of racing with a legacy of courage, innovation, and an enduring passion for the sport. If not us, then who will honor these extraordinary achievements?

I’m grateful for the gifts of time, treasure and talent of our Board Members and volunteers. To our individual, corporate, community and government friends... I thank you for your financial contributions. Your generosity funds the activities of our all-volunteer organization. Please consider supporting this effort and ride along with this fun, energetic group! We could not do what we do without all of you!

Sharing the cars, the stories and the passion... in the spirit of the sport!

Linda

Linda L. Daro
Founder/Chairman



On the cover: Bob McKee giving final instructions to driver Harry Heuer during transaxle testing on the front straight-away at Meadowdale.

Photo Courtesy of the McKee Photo Collection

Cover Art Designed by Lucy DeLap



Meadowdale International Raceways, located within Raceway Woods, a Kane County Forest Preserve in the northwest corner of Carpentersville, Illinois, once an all but forgotten “ghost track,” lives again. The 50th Anniversary celebration in 2008 brought together the efforts of a hard working group of volunteers and applied a mix of “those that were there” with those that could only wish they were...

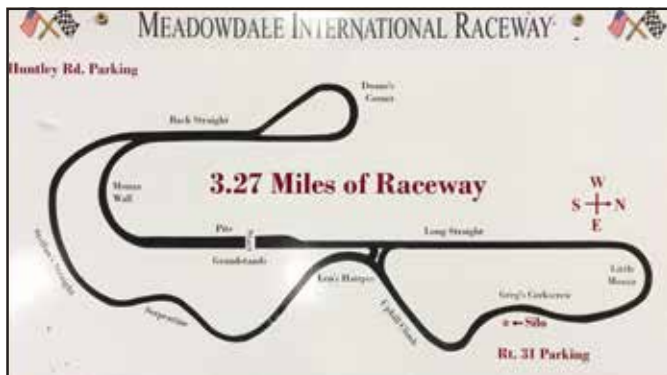
The beginnings of the Meadowdale International Raceways Preservation Association (MIRPA) took shape that day!

Meadowdale Raceway was the dream of Leonard W. Besinger. He was a local developer of commercial and residential properties in the Carpentersville area. He envisioned the track as a destination for the national racing community and a way to bring people to the area.

September 14, 1958, marked the grand opening of the Raceway, which was a 3.27 mile road course featuring a steep 180 degree curve known as the “Monza Wall” which led onto the ¾-mile front straight. Estimates of the first race crowd were upwards of 100,000 people.

Automobile, motorcycle, go-kart and even snowmobile races were held at Meadowdale. The track was home to events held by sanctioning bodies including USRRC, USAC, ARCA, SCCA, Midwestern Council and AMA. Stirling Moss conducted a driving school there as well!

MIRPA hosts activities to keep the racing spirit alive year round. Events have been held at locations such as Heidts Automotive Group, Chicago Vintage Motor Carriage,



McKee Engineering, Black Dog Speed Shop, Fall-Line Motorsports, ECC Motorsports, Klairmont Kollections Automotive Museum, The Mueller and The Lederer Collections. As a kick off to an Indy 500, a presentation by IMS Historian Donald Davidson, along with Paul Goldsmith, was held at Collector Car Garage. A special members-only event was held at the Autobahn “garage” of Indy winner Bobby Rahal.

MIRPA’s Annual Winter Banquet honors the vision and contributions to the sport of racing made by outstanding representatives of the Motorsports community. We welcome to our “Monza Wall” of Fame those who have shared an undeniable passion for speed and excellence.



Each September, we present our annual Meadowdale, Motorsports & Memories car show at Raceway Woods. This is a great opportunity to visit with friends... both old and new. Hundreds of race and street cars of all marques will line the front straight while Illinois NCRS takes its place in Corvette Corner.

Our mission is to promote and preserve Meadowdale and midwest motorsports racing history. We are an **all-volunteer** organization. Your time, talent and treasure are the greatest gifts you can share with us. Your tax deductible donations allow us to continue producing these great activities while working to collect history, all to ensure the enduring legacy of motorsports through our 501(c)(3) not-for-profit status.

Meadowdale was a great destination many, many years ago and still is today. The raceway brought people to live, work, and play. Memories of its history will bring the track alive for generations to come. Enjoy what remains of the track — listen closely, you may still hear the race cars roaring to the next corner. Some say, if you turn around quickly enough, you may just catch a glimpse into the past!

A significant number of Midwest racing venues showcased the early years of many a car, driver and race team...

If they raced then, they raced here!

MiRPA Board of Directors



Linda Daro
Founder/Chairman



Len Besinger



Don Devine



Bob McKee



Tom Stephani



Ronnie Kaplan
1926-2014 



Operational Directors



Dale Anderson



Jim Anderson



Lucy DeLap



Dave Gerber



Mike Jablo



Steve Merkle



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Meet the Board...



Linda Daro

Founder/Chairman

Linda always had an interest in cars. Her first car was a convertible, and she has retained a top-down love for sunny days and summer nights ever since. From the Indy 500 to the local Saturday night dirt track, she enjoys watching racing in all its forms. Eventually she was able to merge her love of cars, racing and history. Having stumbled on a "ghost track" in her own backyard, she was amazed to learn that many of the racing greats she had watched as a child raced right here! Through her involvement with racers, restorers and great storytellers, she realized that there's a tremendous amount of history that could be lost in the blink of an eye. Therein lies her interest... the promotion and preservation of the motorsports, vehicles and people who are part of that history. She founded MiRPA to fuel that mission.

"There's a new audience to the history of the automobile and motorsports. Connecting with this group requires effort and dedication to ensure that the days of race weekends and Sunday drives are not lost. In the future, this rich legacy must live on!"



Don Devine

Founding Director

Don did it all — successfully. He is a Silver Skates Derby Champion speed skater, an event that is now in its 108th year. He has raced bicycles, boats, motorcycles, go-karts, stock cars — anything fast.

Devine also raced sports cars, most notably, in 1963 as a member of the incredibly successful Meister Bräuser Racing team along with drivers Augie Pabst, Bill Wuesthoff and driver/owner Harry Heuer. He continued racing a Lola T70 and a McLaren M12 in a number of races, including the Can-Am Series.

Don's business successes included land development, building and real estate investments in the Chicago area as well as in Florida. He also lived in Jamaica for 14 years, developing a unique thatch-roofed cottage community on cliffs overlooking the sea. These ventures allowed him to buy, restore, and sell race cars.

Don is most recently involved with a motorsports project which builds continuation Scarabs for street and track, just like the one he raced for Meister Bräu at Meadowdale in 1963.



Bob McKee

Founding Director

You may not know his name but everyone on pit road sure did! Bob McKee is a race innovator and engineering icon with 60 years of stunning output. An inventor, race car engineer, designer and car builder, he built Indy cars, Can-Am cars and Stock cars. He was one of America's only road-race car designers and builders in the 1960s.

His first sports racers, called Chevettes, were built using mainly Chevelle and Corvette parts and won many races in the 1960s. In the early 1970s, McKee built what is considered the first practical electric car. He helped build a turbine race car powered by a jet engine. He is also famed for the McKee trans-axle that drives high powered race cars.

Another innovation Bob worked to develop was the Tri-Hawk, an early three wheel "motorcycle" later sold to Harley-Davidson.

Rarely in the spotlight, Bob McKee is a genius who knows what makes the mechanical world tick! And he's one heck of a nice guy...



Len Besinger

Founding Director

Leonard W. Besinger III loved racing as long as he can even remember. His grandfather, Leonard Besinger Sr., built and owned the Meadowdale Raceway. His father, Leonard Besinger Jr., had researched tracks worldwide, then designed the layout. Len was trackside before he could walk.

His father loved cars, and Len followed in his footsteps, collecting and piloting racing cars. He began racing in his 20s starting with vintage Porsches and then moved on to racing modern cars. He's raced Ducati motorcycles as well. Len follows most racing from IndyCar to F1 to Nascar to NHRA Drag Racing.

Besinger is proud to be a founding member of MiRPA. He's excited that there are people who share his passion in preserving the heritage and memories of these very important raceways and looks forward to keeping this organization going into the future.

The smell of fuel and the sound of the engines brings back those childhood memories of trackside excitement he grew up loving!



Ronnie Kaplan

Founding Director

(1926-2014) 🇺🇸

Ronnie Kaplan had not only a front row seat to racing history... he was racing history! Whether midgets, stock, sports or Indy cars, he was there as a driver, mechanic or crew chief.

After injuries ended his driving career, he put his extraordinary mechanical skills to use wrenching on Indy type championship cars in the shops of some of the best California Car builders.

Jim Rathmann recruited Kaplan for the winning crew of the 1960 Indy 500. Ronnie was Crew Chief for the highly successful Nickey Chevrolet Purple People Eater Corvettes and Nickey Nouse Scarab race team. He then launched RKE (Ronnie Kaplan Engineering) which American Motors turned to for preparation of their new Javelin for the 1968-69 TransAm series. Ronnie's Javelins finished every race that first year - a boast only they could make!

Ronnie's self-proclaimed expertise was as a tweeker, thinker, and problem solver! He is greatly missed...



Tom Stephani

Founding Director

Tom Stephani is the son of one of the co-owners of Chicago's Nickey Chevrolet, famous for racing and high performance cars in the 1960s.

Stephani's addiction to racing grew in 1958 when he attended several races where Nickey's Purple People Eater Corvette competed, including the inaugural Meadowdale race that September.

Since 1972, Tom has raced Formula Vees, Formula Fords, and a 1965 USRRC/Can-Am car which was sponsored by Nickey and owned by TV star Dan Blocker (Hoss from the Bonanza TV show). Tom continues to race in vintage events nationwide and recently re-acquired the Formula Vee that he raced to divisional championships in 1972 and 1979.

Since 2014 he has raced his Formula Ford to over 40 race wins in vintage races around the country including the SVRA National Championship at COTA (Circuit of the Americas) in 2017.

Indeed, Tom has speed in his blood!

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Meet the Board...



Dale Anderson Operational Director

Dale Anderson is a man of many interests and a lifelong racing fan, especially the open-wheel type. He has volunteered behind the scenes at Indy, working trackside at Formula 1 races. Dale has found MiRPA presents opportunities to share his interests and his motorsports passion.

A retired endodontist, he and wife Kathy share their home with three Dobermans and their barn with three goats. With his free time, Dale has had the good fortune to work part-time for a top vintage race car prep shop as well as at a highly regarded local auto restoration shop. He has also restored quite a number of vintage autos of his own to gleaming perfection.

Between meeting MiRPA honorees and working trackside for vintage racing, he has been able to spend time with many legendary race drivers and car builders. Anderson notes that MiRPA draws people who share his love of racing. He's formed many a great friendship over the table while bench racing at Coffee & Cars.



Lucy DeLap Operational Director

Back in the '60s, an Isetta pulled up near her home, the front of the car popped open, the steering wheel swung away and out came the driver! That mechanical mystery started the lifelong interest in automobiles that drew Lucy DeLap to MiRPA.

While working at a print shop, Linda Daro came in with a vintage program from Meadowdale Raceways to duplicate for an event at Raceway Woods, a forest preserve on her way to work. Lucy has since turned her graphic abilities, her time and her talents, to serve MiRPA's interests while having the time of her life!

After volunteering since its inception, DeLap took over managing and coordinating Motor Monday Cruise Nights, which runs under the MiRPA banner for the Village of East Dundee. Lucy and her husband, Tim, drive their one-family 1969 Austin Healey Sprite to the cruise nights which are increasingly popular every year.

Always enjoying the drive, Lucy is proud to say she has never owned an automatic transmission car in her life!



Mike Jablo Operational Director

Mike has been an automotive and racing enthusiast most of his life. Since the mid-1960s, he has ventured to numerous locales for F1, IndyCar, and sports car auto races as well as to local tracks in the Midwest. He has attended fifty-nine (!) consecutive Indianapolis 500s. Mike worked on

USAC IndyCar pit crews for drivers in the 1970s, such as Karl Busson, Lee Brayton, Dick Simon, and Sam Sessions.

Mike himself raced in SCCA from 1975 to 1989, driving Formula Vee, Formula Ford and Formula Atlantic cars. He was the 1988 Central Division Region champion in Formula Atlantic. Jablo currently fulfills his "need for speed" with an occasional track day or Champ Car enduro event.

Mike joined the MiRPA Board in 2018. He brings a wealth of racing knowledge to MiRPA for which we are very grateful. Reuniting with old racing friends is very rewarding; connecting with new friends is a welcomed bonus!



Jim Anderson Operational Director

Jim Anderson grew up in Elk Grove Village. As with most boys of the time, he developed an early enthusiasm for automobiles. His interest in cars would lead him to open several car dealerships located across northern Illinois.

Anderson is a director and a judge for NCRS (National Corvette Restorers Society) which makes him the perfect person to head up MiRPA's judging committee at the Meadowdale, Motorsports & Memories car show, a challenging proposition he enjoys.

Jim travels all over the country to NCRS judging meets as well as to local events such as our own Meadowdale Car Show and has put together his own collection of rare low mileage Corvettes, exotics, muscle cars and motorcycles.

At one time, Jim lived in a home whose backyard was Meadowdale. Little did he know that one day he would be on the Board of an Association whose mission it is to preserve the raceway's history!



Dave Gerber Operational Director

Dave Gerber spent his youth at Meadowdale Raceways — his father maintained the sound system for the track. He and his brother Bob served as their dad's unpaid labor force.

The sound of local car builders was always in the air. Dave and Bob would stop by Meadowdale during the week to watch when builders were testing their cars. Occasionally luck was with them — they would get to enjoy roaring around the track.

Gerber, along with his son Jake, found that MiRPA was a group that knew the history and shared the interests of his youth. The Gerbers have become a great asset for their technical knowledge and their ability to scout out Meadowdale memorabilia.

Through his association with MiRPA, Dave has put names to many of the drivers he saw as a youngster.

Retired and living in Florida, Dave travels north to attend MiRPA's events, even the one in February!



Steve Merkle Operational Director

Steve Merkle's interest in auto racing began when he attended the Indy 500 with a friend whose father's company sponsored Dan Gurney and Roger Ward. Engineering and building go-karts was an interest he pursued with his buddies in the Purdue Auto Club leading up to their annual race.

Steve raced successfully for 11 years with Midwest Council behind the wheel of a Sunbeam Imp and a Formula Four, powered by a Kawasaki motorcycle engine, which he describes as a screamer!

Steve maintains a small fleet of autos, sells collectibles at the Volo Antique Mall, and takes on tasks to help MiRPA wherever needed.

Merkle greatly enjoys attending races throughout the Midwest and beyond. He has attended the 24 Hours of Daytona and the Indy races in St. Petersburg, Florida, for many years.

Drawn in his youth to vintage, sports car, IndyCar and Formula 1 events — Steve is still enthralled by the excitement that is racing!

RODGER
WARD
FACEWAY
PARK
TRANSAXLE
FIRST RUN
OCTOBER 9
1962



HARRY
HEUER
DRIVING
BOB MSKEE
WILLY WEIS
RICHARD EX
MEADOWDALE
TRANSAXLE
TESTS

BOB MSKEE
DRIVER ?
COOPER -
BUICK



“MONZA WALL” OF FAME



To those who have shared an undeniable passion for speed and excellence...

We Salute You!

2025 Inductee

Bob McKee

"An Unassuming Legend..."

MiRPA is privileged to honor those who have made extraordinary contributions to automotive and racing history.

The world of motorsports is filled with pure, quiet genius, where unassuming legends have left an indelible mark on racing history. Bob McKee is such a man often crediting his success to the collaborative spirit of the industry. He is an innovator, inventor, race car engineer, designer and car builder for some of the biggest names in racing. Bob can lay claim to more than sixty years of stunningly creative original output bearing his name.

Bob got his racing and automotive engineering excellence start with the '56 NASCAR Pontiac that he prepared for Tiny Lund, the first of many jewels in the magnificent crown of Bob's race car genius. More would follow... many, many more!

Bob is famed for his patented McKee Transaxle, a revolutionary, cost effective, durable breakthrough which enabled easy gear changes. This innovation provided a firm foundation for Bob to design and build his first rear engine race car, a hybrid of Chevrolet and Corvette components he would call the *Chevette*. (Should've copyrighted that name!)

McKee-built race cars would go on to be legends. Competing with the best of the best earned him well-deserved respect within the USRRRC sports car series and the highly powered and minimally regulated Can-Am series.

In 1964, Chrysler was anxious to broaden its new 426 Hemi race engine's exposure beyond drag and stock car racing. An eager-to-race Plymouth dealer contacted McKee Engineering aware that it was one of America's only road-race car designer/builder shops at the time. Bob modified his road-race chassis design to accommodate the width of the engine and constructed a tube frame mid-engine, Hemi-powered sports car racer.

The Howmet Corporation, in 1967, had a budget large enough to challenge McKee to turn a dream into a reality. The *Howmet TX Turbine Prototype*: an FIA Group 6 LeMans race car with a 330 horsepower Continental helicopter power plant! Still a marvel many years later, the jet-powered Howmet remains a crowd pleaser wherever it appears. Just ask Jay Leno!

In the late 60s, Armco Steel, which produced very high strength stainless steel and alloys for NASA, sponsored stainless steel race cars for Can-Am and Formula 5000. As Bob was always willing to use new materials, fabrication processes and leading-edge components, Armco and the endless supply of steel they provided, proved to be a particularly important partner to McKee Engineering.

The *Sundancer* and *Tri-Hawk* are two more forward-thinking examples of Bob's genius. He built the *Sundancer* in the early 1970s, which is considered by many to be the first practical all-electric car. In addition, Bob played a very vital role as a member of the development team for the innovative *Tri-Hawk*. Well ahead of its time, this unique three-wheel "motorcycle" would later sell to Harley Davidson.



McKee's reach extended from NASA and the military to Stock Cars, IndyCar, Can-Am, TransAm, NASCAR, F5000, Sports Cars, Prototypes, Hot Rods, Electric Cars, Motorcycles and many, many other varied and unique creations conjured from his wide range of interests.

While his name may not be recognized on Main Street, everyone on pit road surely knew the name Bob McKee!



“Monza Wall” of Fame Inductees



Derek R. Bell MBE 2024

Derek made his 1968 Formula One Grand Prix debut at Monza. He won the LeMans 24 hours race five times and the 24 Hours of Daytona three times. The third place podium he shared with son Justin at the 1995 Father's Day race at LeMans is his proudest moment.



Justin Derek Bell 2024

Justin took many flags racing — 1997 FIA GT2 Championship, 1998 win at the 24 Hours of Le Mans, second-places at Le Mans and 24 Hours of Daytona, two SCCA Trans-Am wins and Rookie of the Year title. "JB" is well-regarded as on-camera talent in auto and racing media.



Tommy Kendall 2023

“TK” is an accomplished TransAm and sports car racer with SCCA, and was one of the first NASCAR road course ringers. He is now a widely respected racing analyst for ABC Sports/ESPN, SPEED, and host for a variety of racing and auto industry programs.



Linda Vaughn 2022

“The First Lady of Motorsports” took the role of beauty queen and became an influential ambassador and promoter of motor racing for several decades, most notably as “Miss Hurst Golden Shifter.” Still going strong, Linda is beloved by racers and fans alike.



Roger Penske 2021

In 1964, Roger retired from driving — though talented enough to be honored as “Sports Car Driver of the Year.” As team owner, his wins are countless and his developments are legendary. His teams continue to excel in multiple series. Penske now owns IMS and IndyCar.



Tony DeLorenzo 2020

Tony's SCCA and sports car racing career spanned over 17 years, several sponsors and partnerships, and included consistent top-ten finishes. He laid claim to 22 straight victories during the 1969/1970 seasons. Tony is a 2009 Corvette Hall of Fame Inductee.



Tom Sneva 2020

Tom won the 1983 Indy 500. He was the first to qualify for the Indy 500 at over 200 miles per hour. Known for fast qualifying, exciting second-place finishes and near misses, Tom was one of IndyCar's most entertaining drivers for nearly two decades.



Bobby Rahal 2019

Bobby won the 1986 Indy 500. He has wins at the 24 Hours of Daytona, and the 12 Hours at Sebring. In 1992, becoming an owner/driver, led to 4 wins and a 3rd CART championship. Bobby retired the cockpit to team with David Letterman forming Rahal Letterman Racing.



Johnny Rutherford 2018

“Lone Star JR” won the Indy 500 three times in 1974, 1976 and again in 1980. Rutherford's career spanned more than three decades. He scored 27 wins and 23 pole positions in 314 starts. Johnny won the CART Championship in 1980 as well.



Lyn St. James 2017

In 1992, Lyn was the first woman to win the coveted Indianapolis 500 “Rookie of the Year.” She has two class victories at the 24 Hours of Daytona, and a GTO class victory at the 12 Hours of Sebring. Lynn is Co-founder of Women in Motorsports North America.



Al Unser 2016

Al won the Indy 500 four times (1970, 1971, 1978, 1987) — a feat accomplished by three other drivers. He was the National Champ in 1970, 1983, & 1985. Al joined in the Unser family dominance of the Pikes Peak Hill Climb with wins in 1964 & 1965.



Al Unser Jr. 2015

Once is never enough for Al Jr. He's not only a two-time Indy 500 winner, he's also a two-time overall points champion. He won the 24 Hours of Daytona twice and is a two-time IROC Champion. Wide World of Sports named him “Athlete of the Year” in 1994.



David Hobbs 2014

David, a very popular figure in racing on both sides of the pond, has raced sports cars, IndyCars, Can-Am and Formula 1. David's racing knowledge and upbeat, often hilarious personality earned him success as a longtime TV commentator and ambassador to the sport.



Janet Guthrie 2013

Janet became the first woman to qualify and compete in the Indy 500 and the Daytona 500, remarkable feats, both accomplished in 1977. Once an aerospace engineer with hopes of becoming an astronaut, she triumphed rocketing around raceways.








































Bobby Unser 2012

“Uncle Bobby” won the Indianapolis 500 three times (1968, 1975, 1981). Unser won the 1968 and 1974 USAC National Championships. Bobby dominated the Pikes Peak International Hill Climb, winning the overall title ten times plus three more class wins.

**Don't miss the next
“Monza Wall” of Fame Induction!
MiRPA's Winter Banquet
Saturday, February 7, 2026**

FRIENDS OF MiRPA

MiRPA has been honored to welcome many valued friends and supporters from the world of motorsports. Their presence has strengthened our shared sense of purpose and provided meaningful opportunities for dialogue, collaboration, and mutual inspiration. Each visit serves as a reminder of the incredible community that acts to preserve and celebrate the remarkable legacy of the sport. We're grateful for their shared passion and continued support in keeping this history alive for future generations.

					
2012  Tony Adamowicz TransAm Champ	2024 Lou Costabile <i>"My Car Story with Lou"</i>	2017 Donald Davidson IMS Historian	2025 Tom D'Eath Hydroplane Champion	2010 Tony DeLorenzo Corvette Racer	2019 Don Devine Meister Bräuser
					
2025 Nick Ellis RPM Foundation	2015  Paul Goldsmith Motorcycle/Auto Legend	2025 John Guancia III Legacy Auto Maker	2009  Harry Heuer Meister Bräuser	2023 Peter Jankovskis SCCA Board Chairman	2011  Jim Jeffords Nicky Team Driver
					
2021 Stan Kalwasinski Historian/Photographer	2010  Ronnie Kaplan Nicky/AMC Team	2012  Horst Kwech TransAm Champ	2011 Lindy Lindheimer Nicky Team Director	2011 Bob McKee Design & Engineering	2013 John Morton Multi-Class Champ
					
2020 Ron Nelson Photographer	2023 Butch Patrick <i>"Eddie Munster"</i>	2021 Angela Savage Co-Author, <i>"Savage Angel"</i>	2017  Tom Schultz Road America Historian	2024 Jeff Schwartz Car Builder/Customizer	2010 Tom Stephani Nicky Chevrolet
					
2022 Alan Walters Elgin History Museum	2015  John Weinberger SCCA Champion	2021 Ted Woener Author, <i>"Savage Angel"</i>	2022 Steve Zautke Race Historian	2014 Meister Bräuser Racing Team <i>(l to r) Don Devine, Bill Wuesthoff, Augie Pabst, Harry Heuer (Owner)</i>	

Since Last We Met...



Showcars streamed onto the straightaway of what was once Meadowdale International Raceways last September for MiRPA's 16th Annual Motorsports & Memories Car Show. For one unforgettable day, this storied "ghost track" came alive, echoing with horsepower and heritage as guests admired an extraordinary display of automotive artistry.

The hospitality tent served as a cool, welcoming retreat, where visitors enjoyed vintage raceway footage and highlights from past MiRPA events. "Bobby Unser: The Man, The Racer, The Legend..." and "USRRC Racing: Road America 500 in the 1960s" rounded out the onscreen entertainment.



We were pleased to honor Bob McKee before an enthusiastic crowd at this year's Motorsports & Memories Winter Banquet. Bob's contributions to motorsports are legendary — just ask anyone on pit lane! The evening was made more memorable by the presence of returning MiRPA Wall of Fame inductees Tony DeLorenzo and David Hobbs, along with Lisa Unser, widow of the late Bobby Unser.

A highlight of the banquet was the raffle for tickets to Road America for IndyCar Weekend. One very lucky MiRPA member won a luxurious two-night stay at Blue Harbor Resort and a dinner at the renowned Stefano's Trattoria — a prize as unforgettable as the weekend itself!

The night before the banquet, Bob was presented with his original commemorative art at an intimate welcome dinner attended

by MiRPA board members, event sponsors and past inductees. We were very pleased to welcome Bob's daughter, Marianne, who flew in to watch her father being honored.

Throughout the year, MiRPA's Coffee & Cars continued to draw crowds with a variety of motorsports-themed presentations on select dates. Lou Costabile's engaging talk on his popular YouTube channel, "My Car Story with Lou," sparked lively discussion and a lot of questions from our enthusiastic audience.

The crowd was captivated by the legendary Tom D'Eath, national champion of nearly every class of hydroplane and famed driver of Miss Budweiser. His high-speed tales from both water and asphalt brought audible gasps and laughs alike. We also welcomed John Guanci who reflected on his father's ambitious dream





of launching an American supercar – complete with an aluminum chassis designed by Bob McKee himself. Nick Ellis, Executive Director of the RPM Foundation, joined us to tell the story of the youth of the next generation competing in the “Great Race,” carrying the torch of craftsmanship and competition into the future.

Another standout presentation was A “Tiger’s Tale: From Ruin to Redemption,” a visual history of the painstaking restoration of a forgotten treasure brought to life, presented by MiRPA board members Dale Anderson and Tom Stephani. We’re left asking... who or what will be next?!?

Motor Monday cruise nights, held monthly June through September, have grown to overflowing with awesome auto engineering, old and new! These can’t miss gatherings are held in the charming Depot area of East Dundee. MiRPA along with local volunteers make this a fabulous event. Please consider helping out and sharing in the fun!

MiRPA continues to have a presence alongside NCRS at MCACN (Muscle Car and Corvette Nationals). Old friends and new friends stopped by to connect and celebrate iconic American performance. If you haven’t already done so, be sure to add this exhilarating fall event to your calendar!

On the national stage, MiRPA leadership has been actively representing both MiRPA and Midwest motorsports heritage across the country. Our year began at the Performance Racing Industry (PRI) show in Indianapolis and led us coast-to-coast — from IndyCar races in St. Pete, Long Beach, Indianapolis, and Road America, to prestigious events like the Motorsports Hall of Fame induction ceremonies in Daytona and the Southwest Motorsports Hall of Fame in Las Vegas. An A.J. Foyt book signing was thrown in as well.



MiRPA was on hand when 2017 "Monza Wall" of Fame inductee Lyn St. James served as Grand Marshal for both the Arizona Concours d’Elegance as well as the Pikes Peak Hill Climb. We were at the RRDC dinner in Long Beach where 2015 MiRPA inductee Al Unser Jr. was recognized along with Brian Redman and Mario Andretti.

Further deepening MiRPA’s connection to American racing heritage, we joined with members of the Unser family as our journey took us to the American Museum of Speed in Lincoln, Nebraska, for the ribbon cutting of the new Unser exhibit. As we traveled the country, we crossed paths with NHRA, NASCAR, Women in Motorsports North America, Mecum auctions and so many others who share our passion.



We invite you to be a part of it all. Join us the first Saturday of each month for Coffee & Cars — where you will enjoy “bench racing,” browsing the collection of motorsports memorabilia, enjoying a snack, watching old race movies and showing off your slot car skills. Bring a car or just bring your enthusiasm. See old friends and make new ones, all sharing in the spirit of the sport!

Save the Date!
MiRPA’s
Winter Banquet
is scheduled
for
Saturday,
February 7, 2026

Race over to the Meadowdale, Motorsports & Memories Car Show held in September on this once famous “ghost track!”

Standing on the starting grid, one can easily imagine the excitement brought on by the roar of engines speeding around the iconic Monza Wall in a time before Meadowdale Raceways became no more than a memory!

Though the track is now silent, its spirit roars back to life every year...

Let’s keep this thrilling legacy alive!

Augie Pabst Jr. and the Meister Bräu Racing Team: *Champions of a Golden Age*

by Linda Daro



If there was ever a golden age in American road racing, it was undoubtedly the late 1950s through the 1960s — a time of innovation, fierce rivalries, unforgettable machines, and larger-than-life personalities. It was an era when both man and machine truly triumphed!

Few drivers embodied this spirit more than Augie Pabst Jr. — a rising star who went from an unproven rookie driving a Triumph TR3 to a national champion at the wheel of the American-built Scarab Mk II. And yes, in case you're wondering, he was that Pabst — the great-grandson of the founder of the Pabst Brewing Company.



In 1959, another brewing heir, Harry Heuer, great-grandson of the Peter Hand Brewing Company's founder, recognized Pabst's talent and recruited him as the lead driver of the Meister Bräuser Racing Team. Fans and the media couldn't resist the irony: a Pabst racing for a rival beer brand. Augie embraced it with good humor, often joking, *"I was winning a blue ribbon for Meister Bräu."*

Behind the wheel of the Scarab, Pabst quickly proved his mettle, competing — and winning — against legends such as Carroll Shelby, Dan Gurney, and Roger Penske, with victories at storied circuits like Road America, Watkins Glen, Daytona, and Meadowdale Raceway (where Meister Bräu was served as the official beer!). In 1960, he captured the SCCA National Championship, just one year after taking the 1959 USAC Road Racing title.



But the team's success would be short-lived. In 1964, after returning from a race in Augusta, Georgia, the team arrived at its Chicago race shop to find it stripped bare — without notice or explanation. The Peter Hand board had disbanded the operation, erasing all traces of the once-dominant team in a single blow. It was a bitter end to one of the most dynamic efforts in American sports car racing.

By the mid-1960s, faced with family pressures and the abrupt closure of the team, Pabst stepped away from full-time racing. He joined the Pabst Brewing Company as an executive vice president, yet racing remained close to his heart. He served for years on the board of Road America. He purchased the Scarab MK II from the Peter Hand Brewery in 1977 — the very car he had last raced to victory in 1963 at Continental Divide.

When Pabst retired from the brewery in 1983, he returned to the track—not as a pro, but as a passionate seasoned vintage racer. He continued to race the Scarab to the delight of fans. The car remained in his care for nearly 40 years, a cherished link to a golden past.

Augie Pabst's legacy endures not just in the record books. His friendly spirit, integrity, and commitment to the sport lives on through his son. Augie Pabst III carries the torch with Pabst Racing, a successful open-wheel development team with many victories to their credit.

Augie Pabst Jr. along with the Meister Bräu Racing Team represent a unique time when American Industry, sports and personality crossed paths. Piloting the Scarab to victory after victory, Pabst helped elevate American built machines to championship glory. His career was rich in contradiction — from beer empire heir to road course warrior — it's the kind of true story that could only be written in motorsports' most romantic and rebellious era.



Augie won two national titles: 1959 USAC and 1960 SCCA. Inducted into the SCCA Hall of Fame in 2018. Augie's fellow Meister Bräu racers, Don Devine, Bill Wuestoff, and team owner/driver Harry Heuer attended when Augie was presented for induction by Roger Penske to the Motorsports Hall of Fame of America in 2011.

Augie Pabst Jr.
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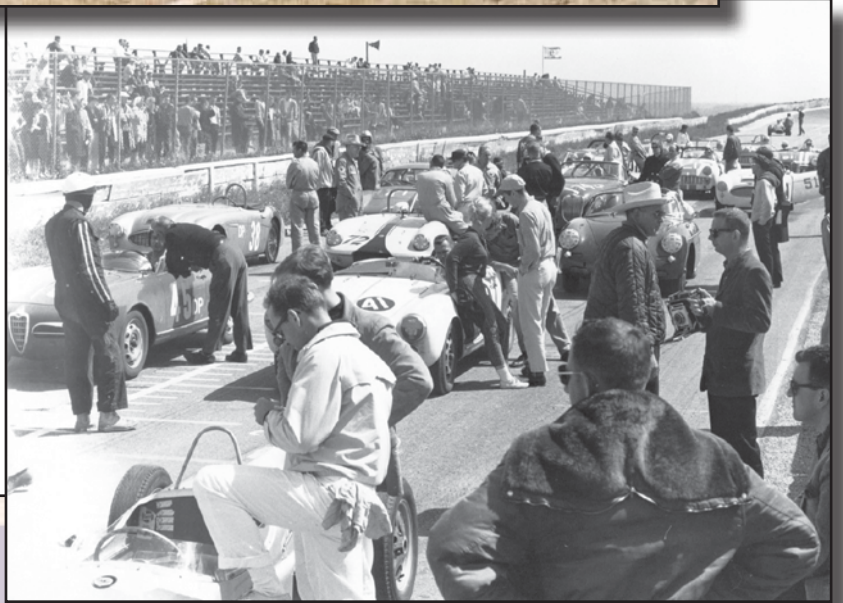
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One of the great opportunities offered MiRPA members and event participants is to meet your heroes and hear the stories directly from the legends. It is both humbling and inspiring to realize that in addition to our fifteen "Monza Wall" of Fame inductions, we've welcomed more than two dozen remarkable contributors and influencers from the motorsports world.





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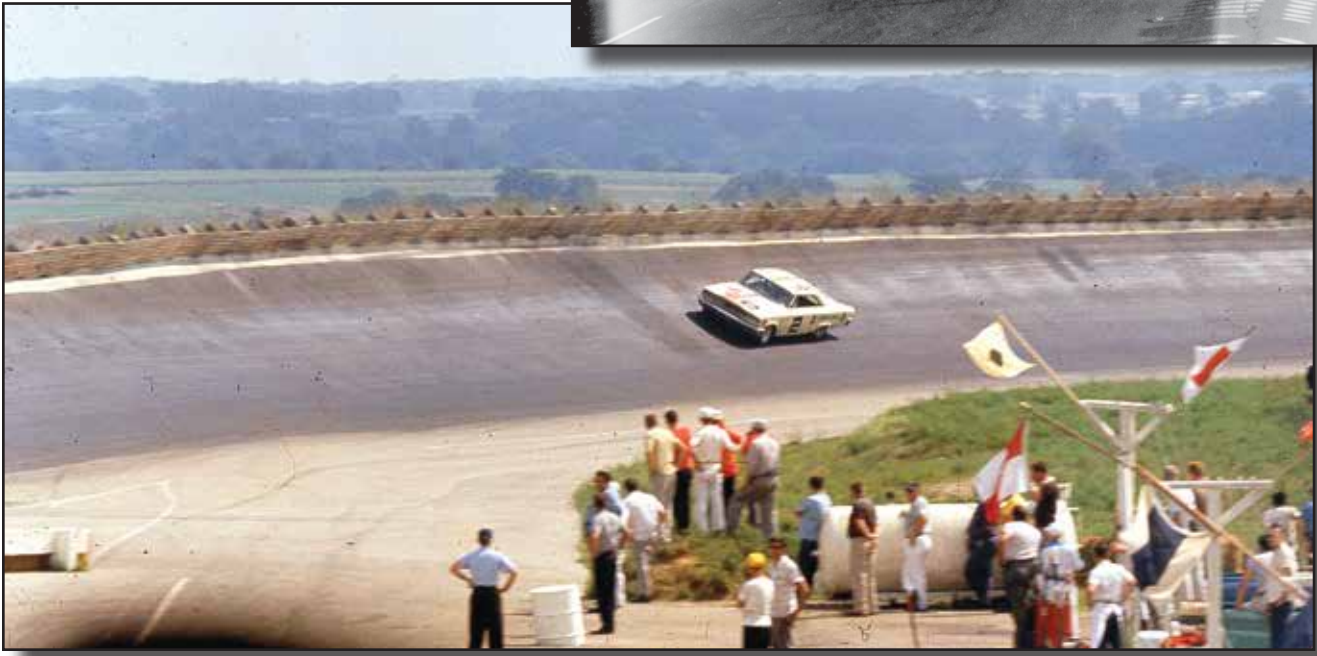
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Paul Goldsmith: *A Life in the Fast Lane*

by Linda Daro



Paul Goldsmith, a towering figure in American motorsports history, is one of those rare individuals whose career spanned and succeeded in motorcycle, stock car and open-wheeled competition. His remarkable versatility, mechanical insight, and competitive spirit earned him a place among the most storied of all-time greats.

Paul was born in Parkersburg, West Virginia, and raised in Detroit, Michigan. He began racing motorcycles after World War II while working at a local Chrysler plant. He quickly emerged as one of the top riders in the country. In 1953, he captured one of the sport's most prestigious events, the Daytona 200, riding a Harley-Davidson partly tuned by ingenious and legendary mechanic Smokey Yunick. He finished second in the AMA national standings in 1954 and established himself as a major force in American motorcycle racing.

Goldsmith's shift to four wheels was seamless. He won his first Grand National NASCAR race at Langhorne Speedway in 1956, again in a Smokey Yunick-prepared machine. But it was in 1958 that Goldsmith etched his name into history books forever: he won the final Grand National NASCAR race ever run on the old Daytona Beach road course, making him the only racer *ever* to win on that fabled surface on both two and four wheels.

Though he was never a full-time competitor in NASCAR, Goldsmith earned nine Cup Series victories, eight pole positions, and a career-best fifth-place finish in the 1966 season standings.

Goldsmith's dominance wasn't confined to NASCAR. In the early 1960s, he emerged as the star of the USAC Stock Car division, particularly while driving for Ray Nichels. He captured back-to-back national championships in 1961

and 1962, winning 26 of his 85 USAC starts — a staggering win rate — one of the highest in series history that cemented his legend in stock car history.

Meanwhile, Goldsmith was testing his skill — and his courage — on the biggest stage of all: Indianapolis. He competed in six straight Indy 500s from 1958 to 1963, with a career-best third-place finish in 1960 and a fifth in 1959. Off the track, he served as Firestone's chief test driver, famously participating in a grueling 24-hour relay tire test at the Indianapolis Motor Speedway.

Beyond racing, Paul Goldsmith was an innovator and aviator. He experimented with driver cooling systems and in-car safety equipment far ahead of their time. A licensed pilot, he frequently flew himself to races and later founded the Griffith-Merrillville Airport in Indiana. There, he trained pilots and ran an aircraft engine repair business that supported commercial and international airlines.

Over his long and accomplished life, Paul Goldsmith earned widespread recognition across multiple disciplines: inducted into the Michigan Motorsports Hall of Fame (1986), the AMA Motorcycle Hall of Fame (1999), the Motorsports Hall of Fame of America (2008), the Indianapolis Motor Speedway Hall of Fame (2016), and the USAC Hall of Fame (2018).

Versatile, fearless, and endlessly curious, Paul Goldsmith never chased headlines — he simply chased speed. Whether tearing





across the sand in Daytona, trading paint in a USAC stocker, or rocketing down the back straight at Indy, Goldsmith approached every challenge with a quiet confidence and razor-sharp focus.

His legacy lives on not just in the trophies and record books, but in the racers and innovators who followed his lead. Few drivers have done more across such a wide range of

motorsports... and there are not many who have done it with such quiet grace.

As one of the final links to racing's magical golden era, Paul Goldsmith leaves a legacy built not just on victories, but on his vision, versatility, and a life well-lived in the fast lane.



At the time of his death at age 98 in 2024, he was the oldest living Indianapolis 500 starter and one of the last surviving competitors from the early era of NASCAR and USAC.

Paul Goldsmith

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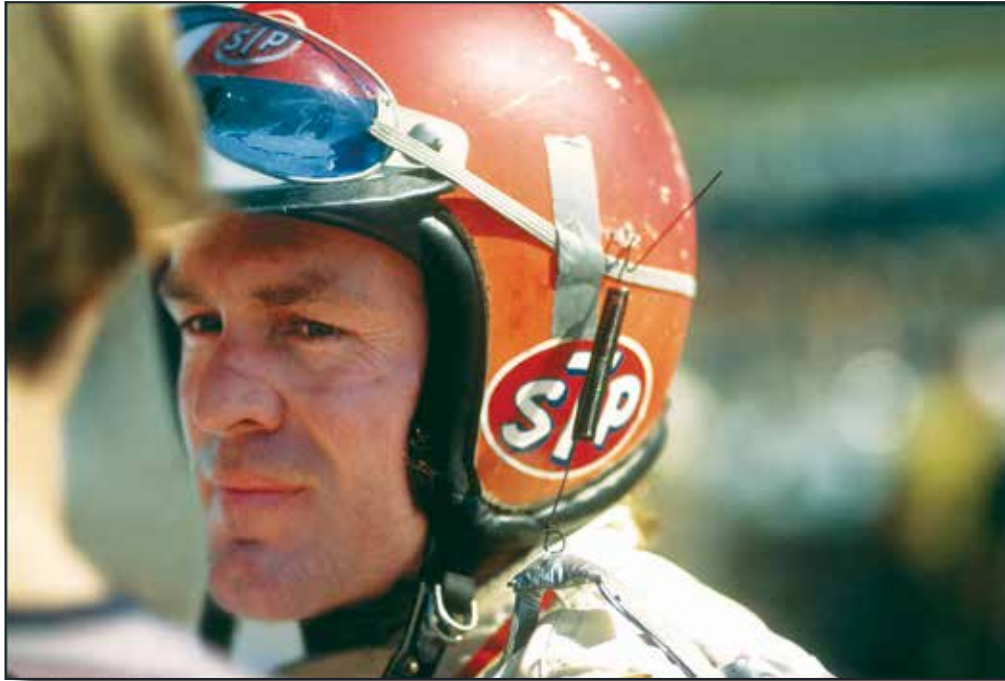
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Farewell to the “Golden Boy”... *Remembering Fred Lorenzen*

by Lucy DeLap



In 2024, the racing world bid farewell to one of its most beloved champions — Fred Lorenzen, the “Golden Boy” of NASCAR. With his movie-star looks, Midwestern charm, and fierce competitive spirit, Lorenzen was to become one of the most celebrated and recognizable figures in American motorsports during the golden era of stock car racing.

Born in Elmhurst, Illinois, December 30, 1934, Lorenzen’s path to racing greatness was anything but typical. He didn’t come from the Southern heartland of NASCAR, nor was he

born into a racing family. Instead, he worked as a carpenter by day and built his own race cars by night. His early years on the short tracks of the Midwest quickly proved he had something special — raw speed, mechanical instinct, and a fearless approach to competition.

Fred Lorenzen made his mark in the 1960s as a driver for the well-known powerhouse Holman-Moody team, piloting Ford machines to sure victory against the sport’s toughest competitors. He won 26 races in NASCAR’s top series, including major events like the World 600, the Atlanta 500, and multiple Daytona 500 qualifying races. In 1963, he became the first driver to earn over \$100,000 in a single season—an extraordinary accomplishment that reflected both his dominance and NASCAR’s growing prominence.





His sleek style behind the wheel and gentlemanly demeanor off the track won over fans across the country. He was the sport's first true "heartthrob," helping bring stock car racing to a broader national audience. Though he stepped away from full-time racing in his early 30s, Lorenzen's impact was lasting and deep. He was inducted into numerous halls of fame, including the Motorsports Hall of Fame of America in 2001. He was finally inducted into the NASCAR Hall of Fame in 2015... a moment that brought long-overdue recognition to a driver whose legacy transcended statistics.

Fred Lorenzen was more than just a race car driver — he was a symbol of excellence, integrity, and passion for the sport. He remains a cherished figure among racing fans and fellow competitors to this day.

His story reminds us why we love racing; grit, heart, talent, and humility — he had it all. Reflecting on his remarkable career is a reminder that legends aren't just made on the track — they linger on in the hearts of those they inspire.



Fred Lorenzen
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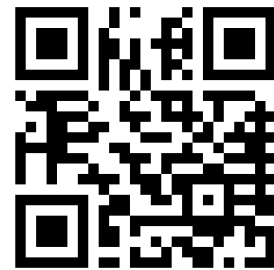
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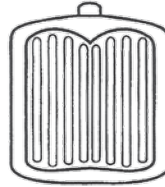


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